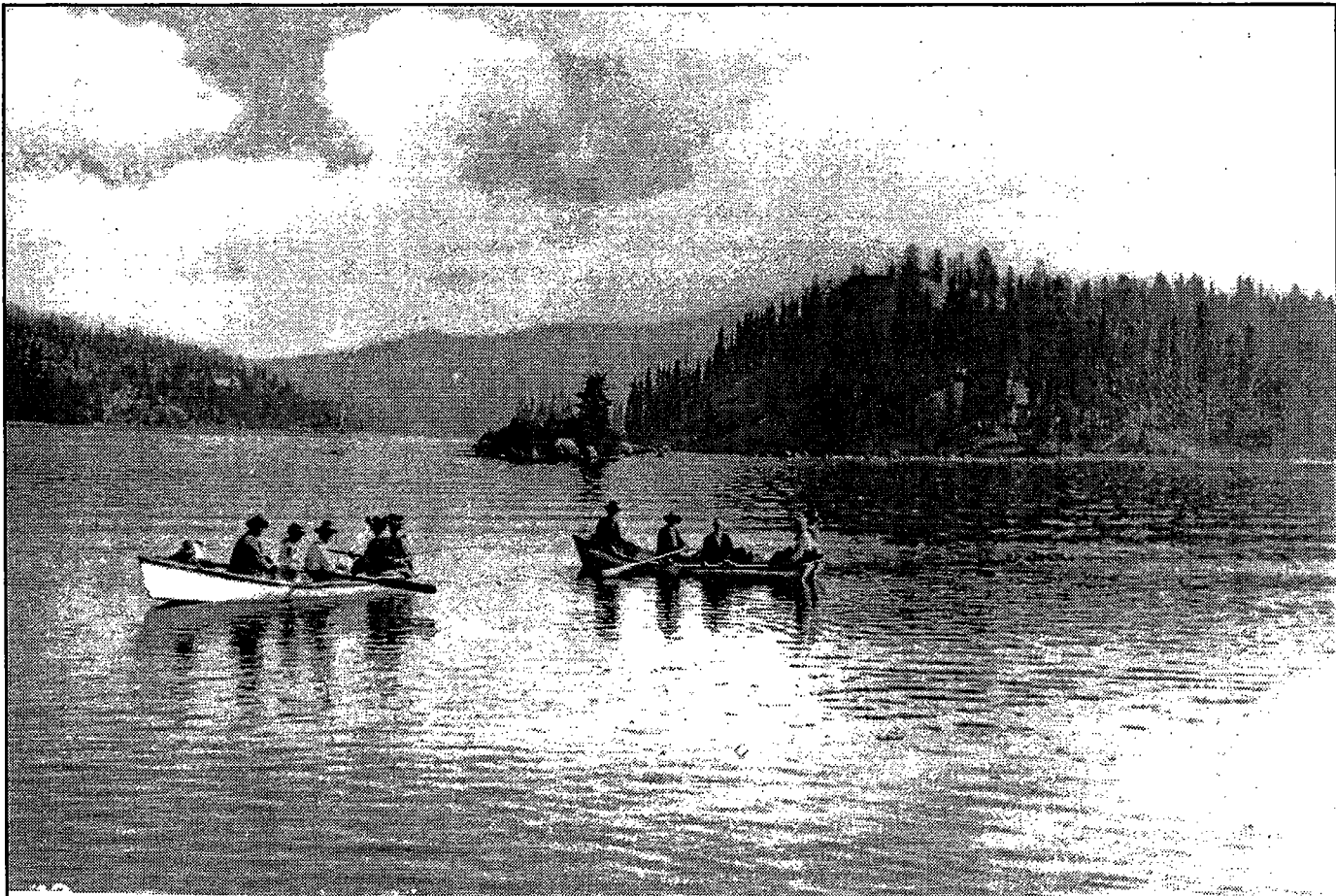




CHAPTER 4

Supply & Demand

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Rowboats off "The Point," Payette Lake. Photo courtesy of the Idaho State Historical Society.

MARKET BREAKDOWN

Non-Resident

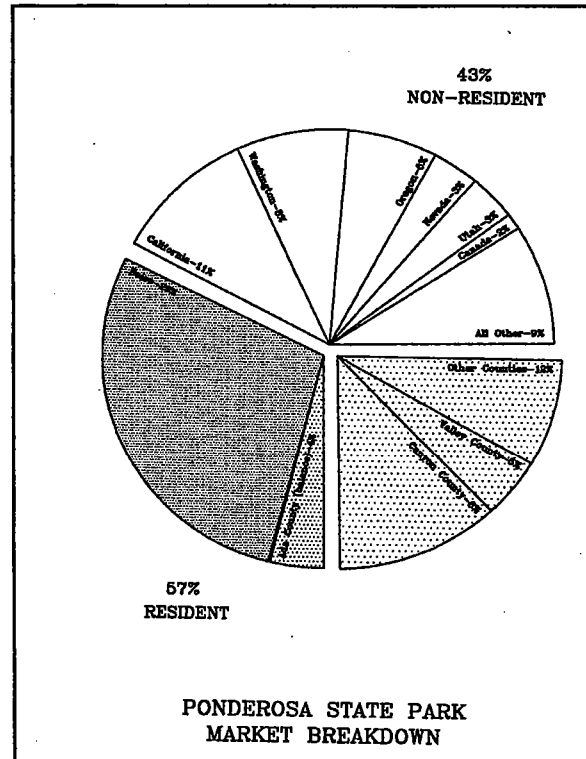
A random survey of almost 800 visitors by Ponderosa staff in 1992 indicated that 57 percent of respondents were residents and 43 percent were nonresidents. The out-of-state visitors points-of-origin breakdown: California, 25 percent; Washington, 19 percent; Oregon, 15 percent; Nevada, 8 percent; Canada 4 percent; and other areas, 21 percent. This information is shown in table 4.1.

Resident

Of the 57 percent of park visitors that were Idahoans: 57 percent were Ada County residents; 14 percent were Canyon County residents; 8 percent were Valley County residents; 21 percent were from other counties.

Population Growth Projections

The total population for Region



Market
breakdown Table
4.1

III, (Table 4.2) was estimated by the Idaho Department of Commerce to be 335,268 in 1980. From 1980 to 1990,

REGION III POPULATION GROWTH 1970-1990

County	1970	1980	1990	Change 80-90
Ada	112,230	173,036	205,777	+ 18.9%
Adams	2,877	3,347	3,254	- 2.8%
Boise	1,763	2,999	3,509	+ 17.0%
Canyon	61,288	83,756	90,076	+ 7.5%
Elmore	17,479	21,565	21,205	- 1.7%
Gem	9,387	11,972	11,844	+ 1.1%
Owyhee	6,422	8,272	8,392	- 1.5%
Payette	12,401	15,722	16,434	+ 3.8%
Valley	5,609	5,064	6,109	+ 9.0%
Wash.	<u>7,633</u>	<u>8,803</u>	<u>8,550</u>	- 2.9%
Total	235,089	335,268	375,148	+ 11.9%

Population Table 4.2

ADA COUNTY POPULATION PROJECTIONS

1990-2010

Projection for Year	Dept. of Water Resources (1985)	Woods & Poole Economics (1989)	Idaho Power Company (1990)	Average Projection
1995	221,857	208,170	249,030	226,352
2000	232,739	211,950	275,840	240,176
2010	250,697	225,460	333,000	269,719

Population Table 4.3

the population of the region increased almost 12%. During this same period, growth in the parks primary market area (Ada, Canyon and Boise Counties) surged 14.5%. Projected population growth for Ada County is shown on table 4.3. Since 1990, growth rates have accelerated and the region's population is expected to grow significantly. Demand for recreational access and facilities is also expected to increase. Recreation needs may also accelerate in response to increased income, more leisure time, greater mobility, increased urbanization and more active baby boomers seeking healthy outdoor activities.

The largest single group of park visitors, 33 percent, originated from Ada County, primarily from Idaho's capital city, Boise. Three independent population projections have been prepared for Ada County in recent years:

The average of these projections indicates that the population of Ada County, using 1990 as a baseline, will increase 10 percent by 1995, 17 per-

cent by 2000, and 31 percent by 2010. This will have a direct impact on the recreational demand in Region III and its recreational resources, and will significantly increase visitor pressure on Ponderosa State Park.

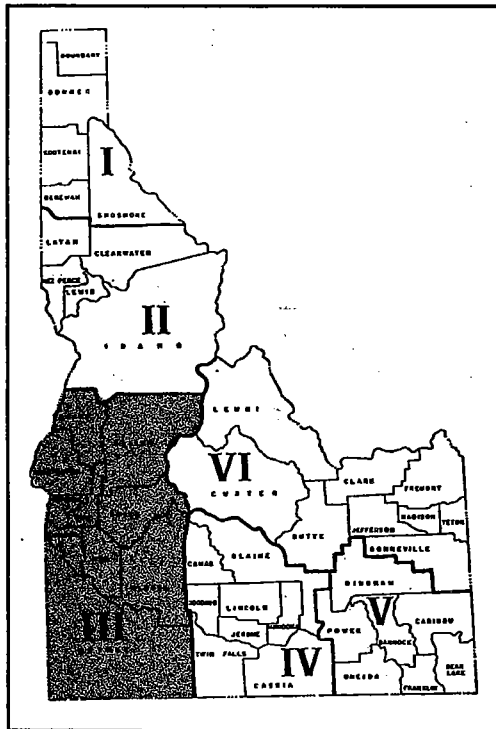
1990 SCORP NEEDS ASSESSMENT

Introduction

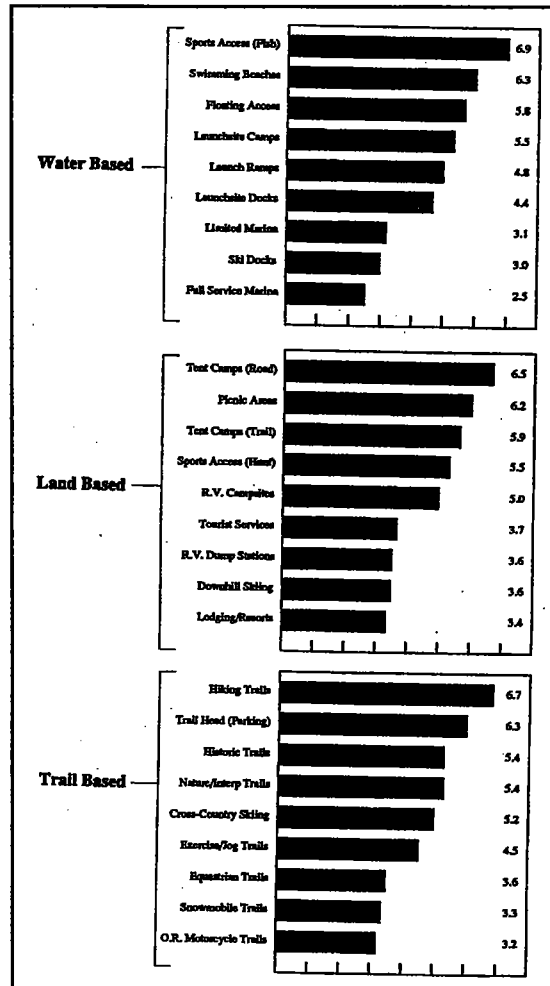
In an attempt to better understand the role of outdoor recreation and leisure travel in the state of Idaho, three important studies were conducted in 1986 and 1987. The first was the Governor's Task Force on Idahoans Outdoors opinion survey of Idaho residents conducted in 1986. Its purpose was to help recreation managers establish priorities for the use of the limited funds available for recreation management in the state. The second, the 1987 Pacific Northwest Outdoor Recreation Survey, interviewed heads of households in Idaho on the households' recreation-use patterns. The

third, the University of Idaho wild and recreation department's 1987 Leisure Travel and Recreation Study, surveyed the opinions and behaviors of Idaho's recreation and leisure travelers.

The 1980 Statewide Comprehensive Outdoor Recreation Plan (SCORP) used these surveys to determine the role of outdoor recreation and leisure travel in Idaho. The SCORP subsequently provided a needs assessment to guide the future of outdoor recreation in the state. The plan does not attempt to provide detailed resource analysis of concise proposals for future development. It provides a general discussion from which policy and decision makers may gain insight and guidance. However, the "Future Facility and Opportunity Needs Assessment" pre-



Counties included in Planning Region III.



Recreation needs
Table 4.4

sented in the SCORP is intended to direct the future expenditure of public-recreation funds.

For planning purposes, Idaho has been divided into six planning regions. Ponderosa State Park is located in Region III. The recreation needs for this region are identified in SCORP, and are identified by the bar charts in table 4.4.

Categories ranked 6.5 or higher in the Priority Needs Index (PNI) identify a critical need.

ESTIMATED ANNUAL REGION 3 RECREATIONAL ACTIVITY OCCASIONS

Activity	% of Households with at least One Participant	Annual Occasions per Household	Annual Activity Occasions
Walking (Streets, Roads)	78.8	25.11	8,244,400
Bicycling (Road, Day Trip)	52.8	8.72	2,861,300
Walking (Parks)	54.5	7.42	2,436,500
Fishing From Bank/Dock (Fresh)	51.6	3.56	1,167,700*
RV Camping	35.4	2.86	939,500*
Nat. Study, Wildl. Observ.	42.4	2.86	937,900*
Outdoor Photography	41.8	2.83	930,000*
Fishing From Boat (Freshwater)	33.0	2.43	797,400*
Swimming (Beach)	31.0	2.20	723,900*
Day Hiking (Trails)	32.6	2.14	702,200
Water Skiing	17.0	1.73	567,300*
Bicycling (Off-Road)	8.7	1.1	361,800
Visit Interp. Centers	34.6	1.02	335,200*
Tent W/Vehicle (Not RV)	18.9	.95	310,600
Power Boating (Lake)	17.7	.89	293,200*
Food Gathering (Mushrooms)	20.1	.73	238,300*
Visiting Beach (Not Swimming)	22.3	.72	237,700*
A.T.V. Riding (Snow)	5.7	.62	204,200
Climbing/Mountaineer	10.4	.59	194,000
Cross-Country Skiing	11.5	.53	173,700
Non-Motor Boat (Lake)	12.3	.48	158,900*
Non-Motor Boat (River)	10.8	.36	118,200*
Snowmobiling	7.5	.32	104,400
Power Boating (River)	8.5	.32	106,400*
Org. Group Camping	10.6	.30	97,500
Boat Camping	5.2	.29	95,200
Wind Surfing	2.5	.25	82,700*
Ice Skating	5.8	.24	80,100
Bicycling (Road, Overnight)	0.5	.16	52,500
Sailing	4.0	.11	37,400*
Scuba/Skin Diving	3.8	.11	36,800*

*4-month Summer Season

Activities occasions
Table 4.5

Table 4.5 depicts the estimated annual activity occasions for Region Three. This analysis shows that walking, bicycling, fishing and RV camping are the top five activities in the region.

VISITOR PROFILE

The 1987 Idaho Leisure Travel and Recreation Study

This study was published by the University of Idaho College of Forestry,

Wildlife and Range sciences in 1988. The research was statewide in scope, and was conducted to determine the nature of Idaho's leisure travelers. A brief outline of selected results from this study follows, in an attempt to gain insight into the profile of potential Ponderosa State Park users.

- 63 percent of Idaho's leisure travelers come from outside the state.
- 37 percent are resident leisure



travelers, and the greatest number, 37 percent, come from Region III.

- The average age of travelers over 18 is 44; the largest segment are travelers in their 30s (22 percent) and in their 60s (19 percent). 24 percent are retired.

- 60 percent has household incomes under \$30,000; 30 percent have between \$30,000 and \$70,000, and 7 percent over \$70,000.

- 52 percent are men and 48 percent are women.

- 78 percent stay overnight; 22 percent are day users.

- Of day users, 64 percent are residents, 36 percent are non-residents.

- Of campers, 70 percent are non-residents, 30 percent are residents.

- 66 percent travel in family groups; 13 percent with friends only; 8 percent with friends and family; 12 percent alone; and only 1 percent are in organized groups.

- 36 percent travel in the sum-

mer, 20 percent in fall, 24 percent in spring, and 20 percent in winter.

- 32 percent of travelers stay at inns; 32 percent camp, 29 percent stay with friends/relatives.

- Of campers, 43 percent use public campgrounds, 33 percent use private campgrounds, 23 percent use roadside sites, and 5 percent use backcountry sites.

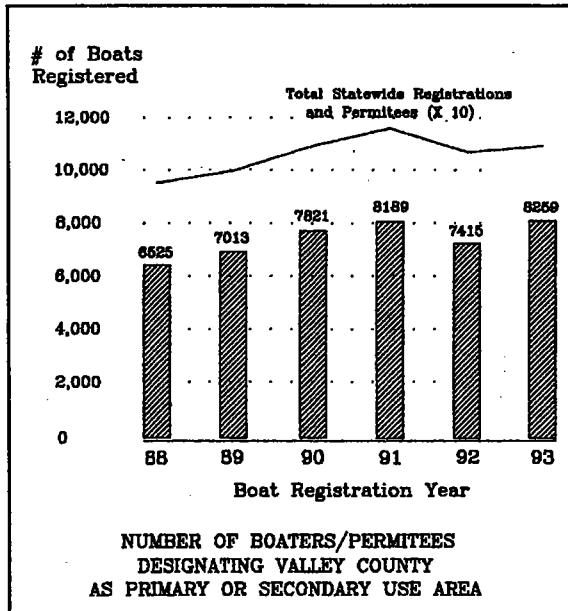
- 33 percent of travel expenditures are made for lodging; 26 percent for transportation; 23 percent for food and beverage; 4 percent for recreation services and fees; and 14 percent on retail items.

SWIMMING AND BOATING ON PAYETTE LAKE

Swimming and boating are popular recreational activities in Region III. The need for swimming beaches ranked



A "happy camper" at Payette Lake.



Boat registration
Table 4.6

second in the SCORPs Region III water-based needs assessment. Currently, only 3.7 percent of Payette Lake's 21.64 miles of shoreline are quality public swimming beach.

As Table 4.6 illustrates, the number of boaters designating Valley County (Payette Lake and Cascade Reservoir) as their primary/secondary use area increased 8.5 percent annually over a four-year period until reacting in 1992 to the state's prolonged drought conditions. This increase began anew in the 1993 boating season.

Five, 10, and 20-year population projections for the lakes' primary market area foretell continued increase in recreational demand. Cascade Reservoir boasts over five times the surface area and almost four times the shoreline length of Payette

Lake. This recreation area, which serves the same market area and is located 30 miles closer to Boise, could ease the recreational impact on Payette Lake's more limited resources.

BOATING ON PAYETTE LAKE

by Jeff Hoedt, former IDPR Boating Program Supervisor

Introduction

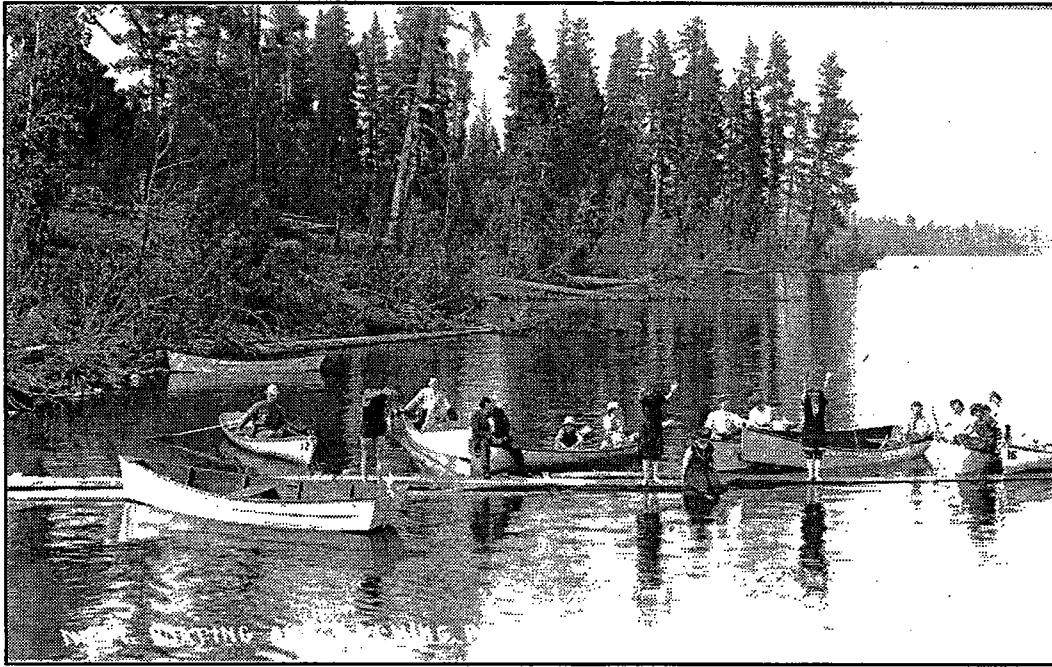
Payette Lake is one of the pre-

PUBLIC BEACH AREAS ON PAYETTE LAKE (Linear Feet of Quality Swimming Beach)

Location/Management	Beach
Ponderosa State Park, Peninsula Day Use Areas, I.D.P.R.	729 L.F.
Ponderosa State Park, Peninsula Campground, I.D.P.R.	273 L.F.
Davis Beach, City of McCall	253 L.F.
Mill Park, City of McCall 707 L.F. (Water Frontage Only, No Beach)	N/A
Legacy Park, City of McCall	420 L.F.
Rotary Park, City of McCall	310 L.F.
North Beach, East Side, I.D.P.R.	1,457 L.F.
North Beach, West Side, I.D.P.R.	197 L.F.
Lakeview Village, I.D.P.R.	571 L.F.
Firemans Point, Dept. of Lands	28 L.F.
Total	4,238 L.F.

Conclusion: Only 3.7% of Payette Lakes' 21.64 miles of shoreline is quality swimming beach available for public use.

Public beach areas



Swimming instruction at Payette Lake. Photo courtesy Idaho State Historical Society.

mier boating lakes in southwestern Idaho. This is primarily because it is a natural lake that retains its water level; it is a very scenic setting; it is very accessible; it is located within three hours of Idaho's major population base; McCall's summer daytime temperatures are 10-15 degrees cooler than most of southern Idaho during the hot summer months; its size, depth, scenery, and weather patterns provide a multitude of quality boating activities--sailing, cruising, beaching, camping, moorage, waterskiing, fishing, and personal-watercraft operation; and it is adjacent to what McCall promotes itself as, a destination tourist resort.

With all of these amenities available for boater use, Payette Lake has the potential for providing great

boating experiences to many boaters.

Resident versus Tourist Use

While Payette Lake currently provides good boating opportunities for resident boaters, it fails to provide adequate facilities to those that are traveling to the area. The local residents, and second, or summer-home owners, either have property along the shore line, have moorage at a local marina, or can ramp their boat in and park their trailers at their residence. This group has an advantage over those that are attempting to tow their boat in for the day and park their trailer at a good parking facility.

Analysis of Existing Facilities

There are currently three boat

ramps available to the public: the North Beach Unit ramp, the Peninsula Unit ramp, and the city ramp adjacent to Legacy Park. The North Beach ramp is too shallow, provides only one lane, and is often silted in. It does not have marked parking facilities, and the space available is too confined to provide adequate docks. At best, it is only

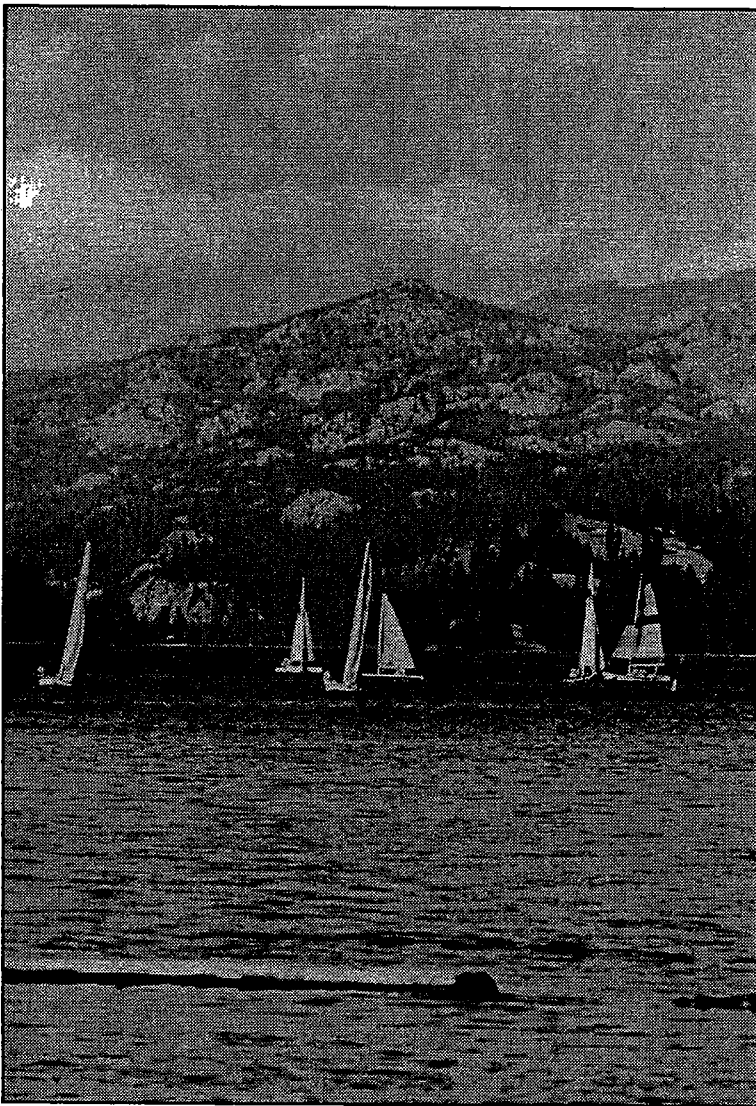
useable by smaller boats, and is not well developed even for that usage.

The state park ramp at the Peninsula Unit is the best ramp on the lake, but still has problems. It is the only deep-draft ramp on the lake, and has two lanes. However, it is too short for extended-season use, it does not provide any docks when the water level falls, and is vulnerable to the weather. This ramp is the only ramp on the lake with developed parking area for boaters and it provides only 16 vehicle/trailer parking spaces.

There are also several problems with the city ramp. It is tiered, rather than sloped, which often results in damage to boats and trailers. It has four lanes, but they are not striped and is frequently used as a two-lane ramp. When the lake recedes, the harbor in which this ramp is located is too shallow for use. Currently, there is no developed parking for this facility. There is an open dirt lot one block away where boaters can park. This may be lost sometime in the coming years with the planned development of a new boulevard.

Safeguarding Water Quality

An area of concern to boaters and the community alike is the lack of adequate restrooms and waste-dump facilities. While restrooms are located near each ramp, there are problems with those facilities. The restroom at the North Beach Unit needs to be handicap accessible, and also needs to be upgraded and enlarged to accommodate peak use periods. The



Sailboats on Payette Lake.

restroom at the Peninsula Unit ramp also needs to be made handicap accessible. The new Legacy Park restroom is located almost 500 feet from the ramp.

Payette Lake lacks waste-dump facilities for boater use. While there are two marinas on the lake which moor boats large enough to have toilets on board, there are no dumping facilities. The absence of sewage-dumping facilities may encourage the indiscriminate discharge of sewage overboard. This practice is illegal, unacceptable, and degrading to the water quality of Payette Lake - the source of McCall's drinking water.

Summary

Overall, there are several concerns regarding boating on the Payette Lake. While the state park and city ramps probably have enough lanes, each of these facilities have serious problems (depth, protection, design, striping). The North Beach ramp could use another lane, but this site is very shallow and should be dredged. The docks at all of these facilities also need updating and improvement. Many of them are totally unusable at lower water levels.

Even more crucial is the lack of boater parking facilities on Payette Lake. Only the Peninsula Unit site provides a formal parking facility, and it is limited to 11 parking spaces. Neither the North Beach nor the city ramp facilities have any developed parking spaces, and even the undeveloped areas used for parking are extremely limited.

Potential "Carrying Capacity"

The carrying capacity of a recreation resource is the maximum number of recreationists who can use a recreation area at any one time without causing resource degradation or detrimentally affecting the experience or safety of other recreationists.

In 1991, the *Cascade Reservoir Resource Management Plan* established a carrying capacity for Cascade Reservoir. The methodology and low-density standards utilized in the Cascade Plan were again employed in making the determination for Payette Lake. As shown in Table 4.7, acreage standards differ by activity type. Another consideration is the distribution or proportion of use by activity type. The predominate use at Payette Lake is power boating. At full pool, the surface area of Payette Lake is 5,337 acres; dividing this figure by the average acres required per boat (17.5) yields the carrying capacity of 305 boats on the lake at one time.

The only boat counts available for Payette Lake were done by the Idaho Department of Fish and Game in 1972, and are no longer reflective of current use numbers. However, it is probably safe to say that the only times the carrying capacity is reached is on the Memorial Day, Fourth of July, and Labor Day holiday weekends.

If the carrying capacity of Payette Lake is reached only during peak events, then why is boating on Payette Lake a problem year-round? Noise is one reason, however that issue is outside the scope of this plan. Traffic con-

POTENTIAL "CARRYING CAPACITY" - PAYETTE LAKE
(Based on Low-Density Boating Standards)

Activity	Acreage Req'd		% of Use		Acres/Boat
Fishing	5	x	10%	=	.5
Sailing	5	x	20%	=	1.0
Power Boating	20	x	60%	=	12.5
Water Skiing	40	x	10%	=	4.0
Total Average					17.5

PAYETTE LAKE, FULL POOL = 5,337 SURFACE ACRES

5,337 ACRES ÷ 17.5 = (305 BOATS @ ONE TIME CARRYING CAPACITY @ FULL POOL)

EXISTING SLIPS AND LAUNCH FACILITIES

Marinas	No. of Slips	Available Parking
Sports Marina	125 Boat Slips and 22 Jet Ski Slips	?
May Hardware	85 Boat Slips (100 on waiting list)	?
Pvt. Docks		
300 Pvt. Docks on Lake		N/A
Public Launches	No. of Ramps	Available Parking
Ponderosa	2	16 Spaces
City Ramp	4	?
North Beach (West Side)	1	20 Spaces
Lake View Village	1	?
Other Pvt. Launches	No. of Ramps	Available Parking
Pilgrim Cove	1	?
West Side (Lands)	2	?

Lake carrying capacity
Table 4.7.

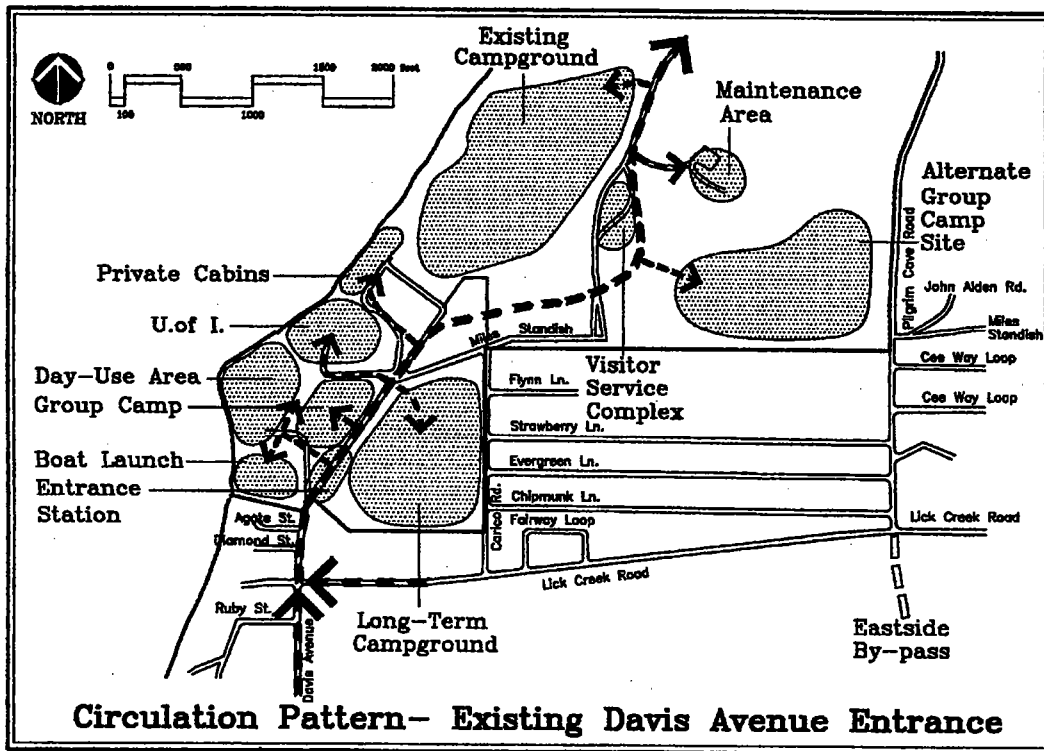
gestion created by insufficient and poorly designed launch facilities, and inadequate boater parking are also prime reasons.

PARK ENTRANCE OPTIONS AND ANALYSIS

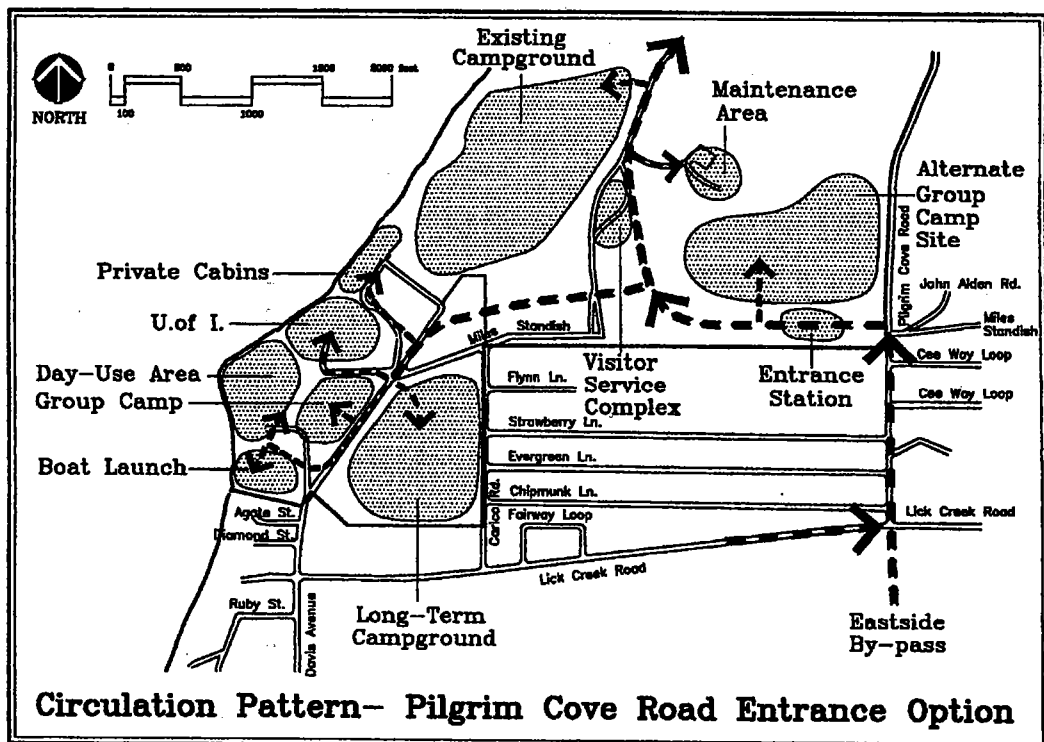
Introduction

Construction of the Eastside bypass offers Ponderosa State Park two entrance options: (1) continued access from Davis Avenue, or (2) the option to

construct a new entrance off of Pilgrim Cove Road. These entrance options, and the traffic patterns they generate are depicted on maps 4.2 and 4.3. The city of McCall is currently undergoing many changes. We have an understanding of today's park traffic patterns, based upon current peak recreation season use figures (June, July, August) when Ponderosa's campgrounds are full. The effect that newly constructed commercial and residen-



Alternative park entrance map 4.2



Alternative park entrance map 4.3

tial development, the Eastside bypass, and other transportation network improvements will have on these patterns is difficult to predict. The cumulative effect of these changes should be understood prior to embracing either alternative.

Ponderosa Camper Traffic

The 1993 Ponderosa camping survey found that the average length of stay for campers in Ponderosa State Park is about four days. This means that on any given day about one-quarter (25%) of the campers are either arriving or departing. Including Lakeview Village, IDPR operates 256 campsites on the peninsula; 25% of 256 results in 64 campsites being in flux daily. We know that 70% of all campers have southern points of origin/destination. Taking 70% of 64 results in 45 campsites, or 90 average daily trips (ADT's) generated by campers that are either

arriving from, or heading to, points south of McCall.

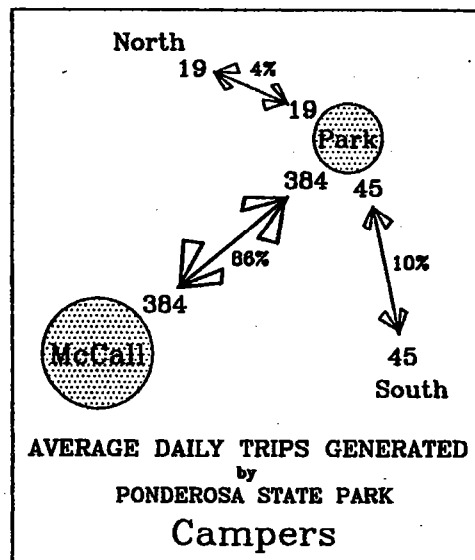
The 1992 visitor survey indicated that on average, campers at Ponderosa State Park leave the park 1.5 times daily to go to McCall for supplies and/or other forms of entertainment. Therefore, during times of peak use, multiply 256 campsites by 1.5 trips/day to arrive at 768 ADT's by campers to and from McCall for supplies or entertainment. This camper traffic data is shown on chart 4.1.

Ponderosa Day-use Traffic

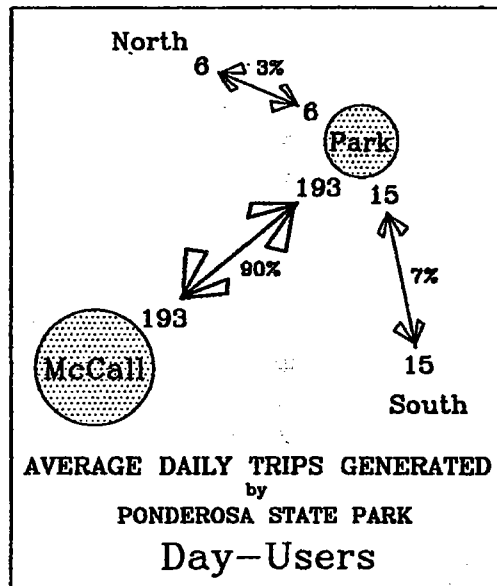
In 1992, 49,133 day-users visited the park during the 92 days of the peak use season. Dividing 49,133 visitors by 92 days results in 534 day-use visitors per day. On average, there are 2.5 day-use visitors per vehicle; dividing 534 vehicles by 2.5 visitors/vehicle results in 214 vehicles daily, or 428 ADT's to or from the park. Ponderosa park staff indicate that 90% of day-use visitation originates in McCall. Therefore, the remaining 10% of 428, or 42.8 ADT's, represents the total day-use traffic originating outside of McCall. Traffic counts taken by the Idaho Transportation Department indicate that 70% of all ADT's occur on McCall's south side; taking 70% of 42.8 results in 30 daily trips by day-users originating outside of McCall. The day-use traffic data is more clearly shown on chart 4.2.

Visitor-Management Strategy

This plan proposes that IDPR aggressively pursue the acquisition or



Camper ADT
Chart 4.1



Day-use ADT Chart 4.2

long-term management of the Lakeview Village facility. The acquisition of this facility is crucial for several reasons: (1) Lakeview Village offers the potential for providing quality lakefront day-use beach areas, boat launch facilities and group camping accommodations that are not found on the peninsula proper; and (2) the facility is ideally located where it can siphon-off these intense uses prior to this pressure reaching the peninsulas more sensitive environments. A logical, linear progression of use is made possible by the incorporation of the Lakeview Village facility into the park. Aside from the challenge presented by the Davis Street/Lick Creek Road intersection, the continued use of Davis Avenue as the entrance to the park facilitates this progression effectively.

Effect on Non-park Traffic

The U of I Field Campus traffic, Lakeview Village mobile home residents, Nazarene Church Camp visitors, and IDL lease-lot residents would be inconvenienced if they were required to utilize Pilgrim Cove Road as their method of ingress and egress. Two park entrances is not a viable option; experience has shown that a park with more than one entrance presents management difficulties.

Summary

During the peak visitation season, day-use visitors based in McCall currently generate 386 ADT's to and from McCall's existing downtown area. Ponderosa's campgrounds currently generate 768 ADT's- also to and from this area. The city of McCall is presently undergoing many changes. Although we have an understanding of today's park traffic patterns, the effect that newly-constructed commercial and residential development, the Eastside bypass, and other transportation network improvements will have on these patterns is difficult to predict. Until the cumulative effect of these changes is understood, it is premature to commit to either of the available alternatives. The IDPR planning staff concurs with the recommendation received from McCall's Mayor Dean Martens, which suggests that both entry options be retained in the plan, and asks that we..."reconsider this issue when the Eastside bypass is completed, 'The Marketplace' shopping center matures, and perhaps when a connec-

tor from Davis to the Eastside bypass are in place."

COMMUNITY PEDESTRIAN/ BICYCLE PATHWAYS

Evolution of Pathway Concept

Visitors and residents of the Payette Lake area have discussed for years the dream of having a pathway for pedestrians and bicyclists around Payette Lake. This need was brought before the McCall / VALUED (Valley County Economic Development Inc.) group in the fall of 1990. McCall / VALUED voted to sponsor a committee, Payette Lake Trails, to fund and construct the pathways.

The Payette Lake Trails Committee and the City of McCall are coordinating their efforts to accomplish the building of the community pathway system. The city is assuming responsibility for the sections of pathway within the city limits and the Payette Lake Trails Committee has the respon-

sibility for the planning, funding and construction of the pathway outside the city limits.

The Payette lake Trail will be adjacent and contiguous with the roadway circling the lake, and will exist on both sides of the roadway except in areas where topography is restrictive.

In 1993, The city of McCall and Payette Lake Trails each received funds from the Intermodal Surface Transportation Efficiency Act (ISTEA) to construct the initial phases of the community bicycle / pedestrian pathway system.

Existing and Proposed Pathway Network

The city segments total 5.64 miles in length. The pathway originates at the eastern city limits on Pilgrim Cove Rd., and follows Miles Standish, Davis, Lenora, Park, Forest, Mather Rd., and State Highway 55- then extends north to the western city limits on Warren Wagon Road. A second path segment begins at Lenora St. and extends south along the abandoned Union Pacific Railroad roadbed and parallels Mission St. to a planned city park on the Payette River.

Phase one of the Payette Lake Trails pathway picks the city pathway at the western city limits, and extends northward 7.1 miles along Warren Wagon Road to the Eastside Dr. intersection. Phase two of the Payette Lake Trails pathway picks up the city pathway at the Pilgrim Cove / Miles Standish intersection and extends 3.6 miles along Lick Creek Rd. and Eastside Dr. to Tamarack Bay.



Conceptual sketch of pedestrian/bicycle pathway.



Opportunities and Concerns

These city and county pathway segments will greatly enhance pedestrian and bicycle access to the park, and weave both units of Ponderosa State Park more tightly into the fabric of the surrounding community. This ease of access, however, increases concern over visitor safety- because the park currently lacks a dedicated pedestrian / bicyclist pathway network. Enticed to the parks boundaries, pedestrians and bicyclists must then compete with recreational vehicles of all types on the parks interior road network.

McCall is now the second fastest growing town in southern Idaho. With bicycle use increasing, and park day-use increasing dramatically, dedicated pedestrian / bicyclist corridors must be provided to enable these visitors to safely link-up to the adjacent community pathway system.

Proposed Links to Ponderosa's Use Areas

Map 4.4 depicts a proposed ten-foot-wide, 1.1 mile long paved pedestrian / bicyclist pathway that would safely link the parks peninsula unit day-use area, campground, and visitor center to the (phase 1) segment of the City of McCall's pedestrian / bicyclist pathway system.

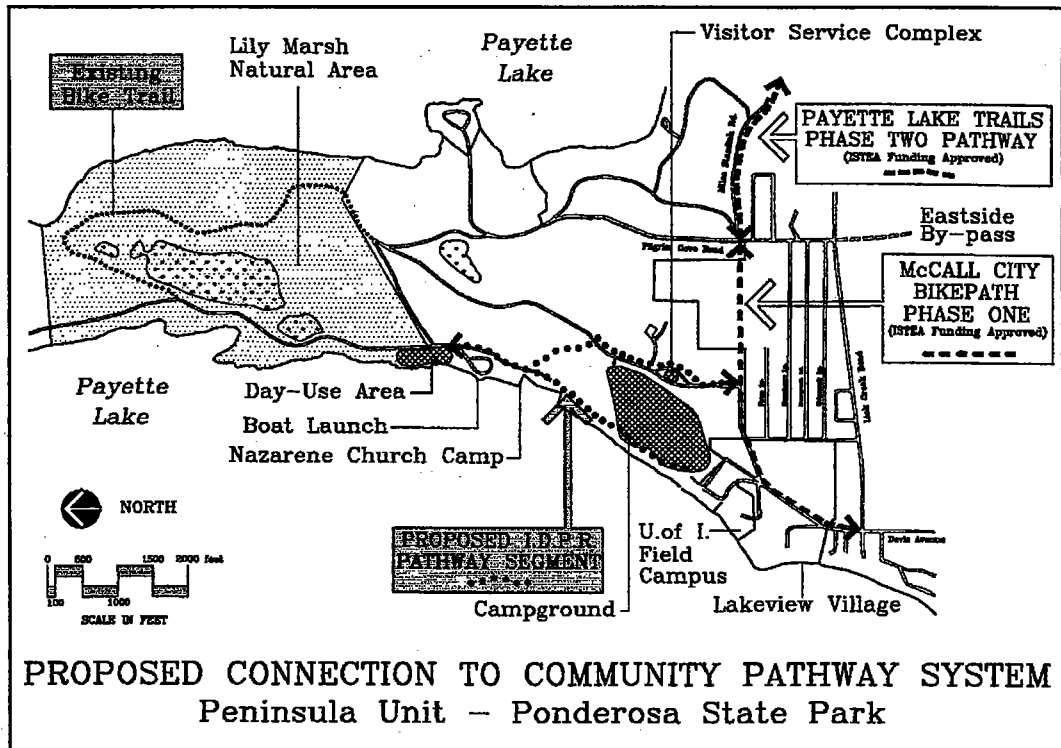
Map 4.5 depicts a proposed ten-foot wide, .5 mile long paved pedestrian / bicyclist pathway extension that would link the popular day-use beach area at the parks North Beach unit into the Payette Lake Trails (phase 1) pathway segment. Construction of this extension would also further the city / county goal of a pathway that circles Payette lake by constructing a pedestrian / bicyclist bridge across the North Fork of the Payette River. This link would also enable North Beach recreationists to utilize the parking and restroom improvements proposed for the west side boat launch area. With this vital section in place, only 3.2 miles of pathway would be needed to tie back into the Payette Lake Trails (phase 2) segment that terminates at Tamarack Bay. Map 4.5 also identifies a pathway segment paralleling Eastside Dr. that terminates at Warren Wagon Road. This 2.8 mile long pathway segment, which incorporates a second river crossing, is scheduled for construction by the Payette Lake Trails committee during phase four of their program.

Map 4.2 depicts a proposed ten-foot-wide, 1.1 mile long paved pedes-

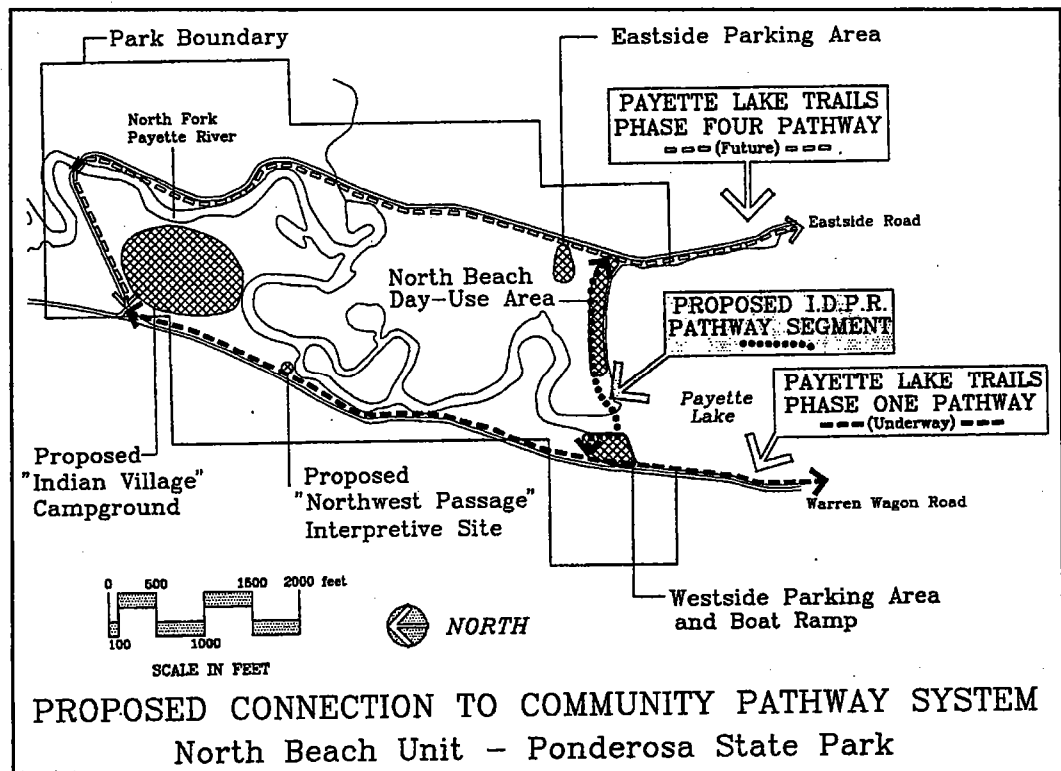
Proposed bikepath system Map 4.2

Proposed bikepath system Map 4.3

Proposed bikepath system map 4.4.



Proposed bikepath system map 4.5.



trian / bicyclist pathway that would safely link the parks peninsula unit day-use area, campground, and visitor center to the (phase 1) segment of the City of McCall's pedestrian / bicyclist pathway system.

Map 4.2 depicts a proposed ten-foot wide, .5 mile long paved pedestrian / bicyclist pathway extension that would link the popular day-use beach area at the parks North Beach unit into the Payette Lake Trails (phase 1) pathway segment. Construction of this extension would also further the city / county goal of a pathway that circles Payette lake by constructing a 210 foot long pedestrian / bicyclist bridge across the North Fork of the Payette River. This link would also enable North Beach recreationists to utilize the parking and restroom improvements proposed for the west side boat launch area. With this vital section in place, only 3.2 miles of pathway would be needed to tie back into the Payette Lake Trails (phase 2) segment that terminates at Tamarack Bay. Map 4.2 also identifies a pathway segment paralleling Eastside Dr. that terminates at Warren Wagon Road. This 2.8 mile long pathway segment, which incorporates a second river crossing, is scheduled for construction by the Payette Lake Trails committee during phase four of their program.

CROSS-COUNTY SKIING

Introduction

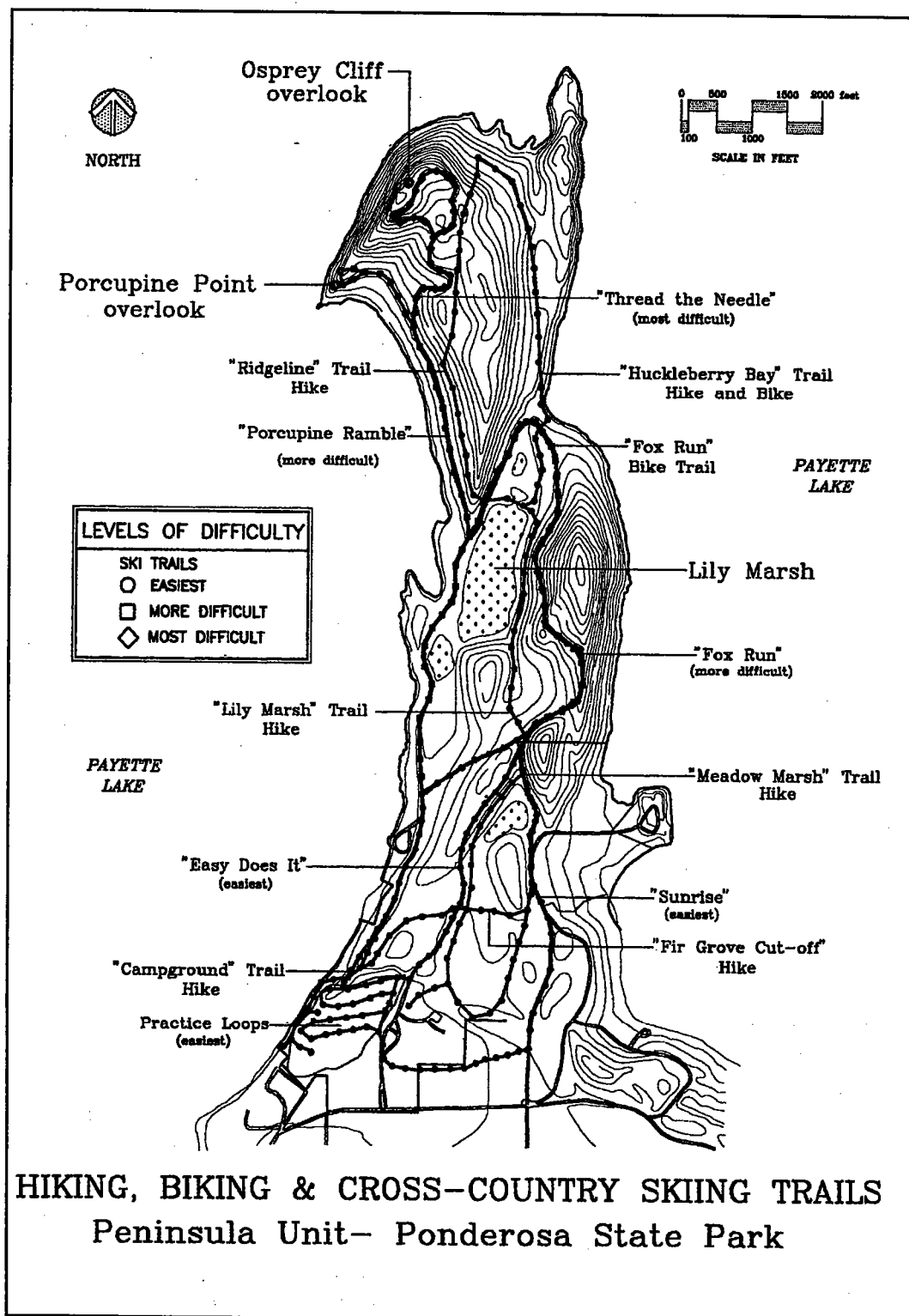
Cross-country, or Nordic skiing, is growing in popularity as the general population ages, and a significant

number of skiers "cross-over" from one form of skiing to the other. As cross-country gains in popularity, enthusiasts have become more sophisticated, and have come to expect higher levels of service, groomed trails, and a wider range of amenities. More nordic skiers are seeking- and willing to pay for- a higher quality skiing experience. In the McCall area, cross-country facilities are available at Little Ski Hill and Ponderosa State Park. McCall area cross-country enthusiasts have proposed the concept of lighting certain ski trails on the peninsula for night use.

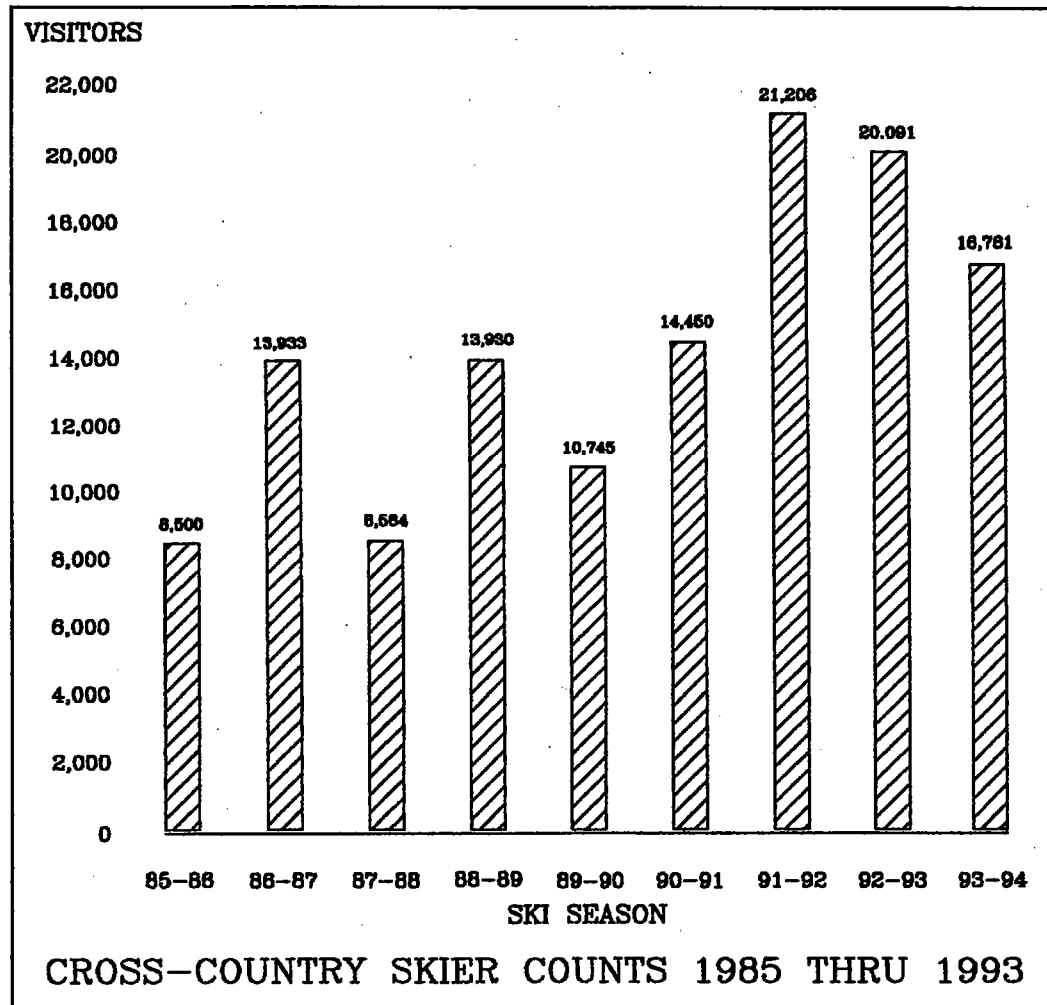
Park Program

Since initiating its nordic program in 1981, Ponderosa State Park has hosted over 128,000 cross-country skiers. Actual skier counts since 1985 are shown on table 4.8. Since 1985, annual visitation has doubled; almost 17,000 skiers traveled the parks trails during the 93-94 skiing season alone. "Cross-country Idaho" is a major annual event at the park, and has attracted as many as 2,000 participants.





Peninsula Unit cross-country trail system map 4.6.



Skier count Table 4.8

Trails

The Peninsula Unit boasts six distinct cross-country ski trails - offering skiers of various abilities with over ten miles of trail designed to match varying individual skill levels. Several trails are set by a groomer that grades, rolls, and sets two tracks. *Easy Does It* is the easiest trail at the park, 2.1 miles long and a good place for new skiers to start. *Sunrise* is 2.4 miles in length. *Through The Woods* is a 1-mile-

long more difficult alternative to the groomed trails. This trail is for more adventurous skiers. *Fox Run* is 2.2 miles long. Tracks are set on most of the trail, and a narrow skate lane is provided where possible. *Porcupine Point* is a half-mile trail that provides access to a lake overlook for less experienced skiers. *Thread The Needle* is the most difficult ski trail. Its 2.5 mile length and steep hills lead to "the point" where skiers will find a spectacular view of Payette Lake and McCall. The

DEVELOPED CAMPGROUNDS WITHIN 15 MILES OF McCALL, IDAHO
(Facilities within study area are highlighted)

NAME	OPERATOR	# of UNITS	DIRECTION & DISTANCE FROM McCALL
McCall KOA	PVT.	36	S 1.5
Lakeview Village	IDPR	86	NE 1.5
Ponderosa S.P.	IDPR	170	NE 2
Packer John	ADAMS CO.	10	NW 9
Lake Fork	USFS	9	E 9.5
Meadows R.V. Park	PVT.	37	NW 9.5
Last Chance C.G.	USFS	23	NW 10
Herbs Westside Camper Park	PVT.	42	S 14.5
Zims Hot Springs	PVT.	12	NW 15
Grouse Creek	USFS	7	NW 15
Paddy Flat	USFS	5	SE 15
Kennally Creek	USFS	10	SE 15

*Campground
table 4.10.*

layout of the Ponderosa ski trail system is shown on trails map 4.6.

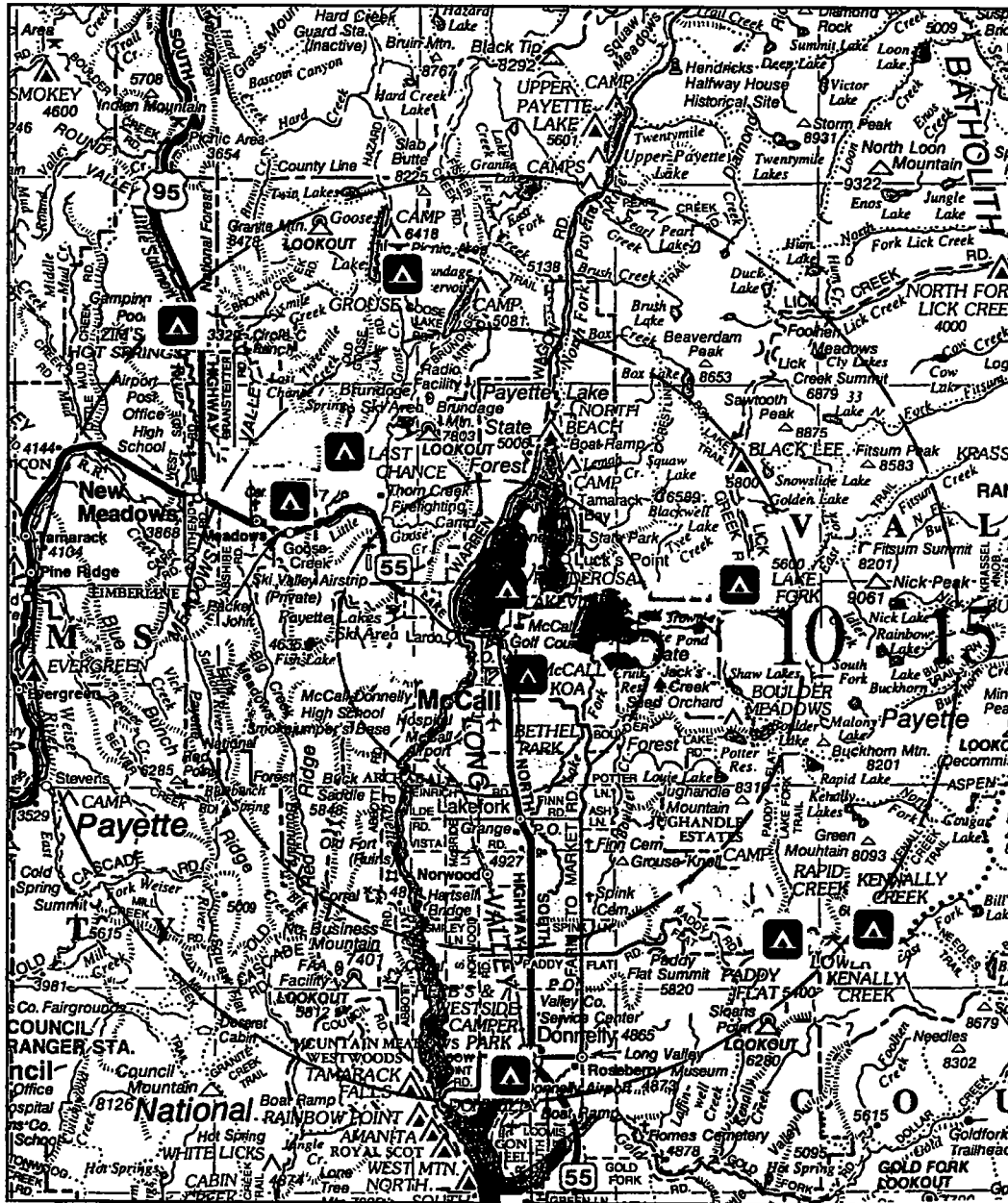
CAMPING IN THE McCALL AREA

Table 4.10 is an inventory of all developed campgrounds within a five to fifteen-mile radius of McCall; and Map 4.7 identifies their locations. Only those in the immediate area of the park, within a 10-mile radius, will be included in this analysis.

Excluding the indiscriminate camping that is now occurring at the

North Beach Unit, 371 campsites currently exist within this radius. IDPR is the largest provider of developed campsites, currently offering 256, or 69 percent of total camp sites in the study area. The private sector provides 37, or 20 percent and the U.S. Forest Service accounts for 23 campsites, or 8.6 percent. Adams County offers 10 sites, or 2.7 percent of the total.

Visitation figures indicate that almost 70 percent of all camping occurs during July and August.



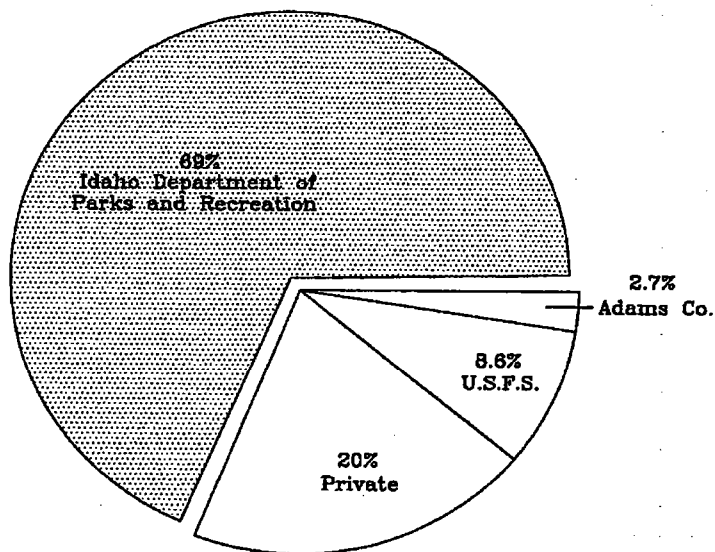
McCall area
campground Map 4.7

PONDEROSA VISITATION STATISTICS

Camping

Ponderosa State Park hosted

38,109 camper occasions during the 1992 camping season. Sixty-two percent of these campers were Idaho residents; 38 percent were nonresidents. An analysis (Table 4.11) indicates that resident camper use has been growing



% OF CAMPGROUNDS OPERATED
WITHIN 10 MILES OF McCALL, IDAHO

McCall area campground Table 4.10.

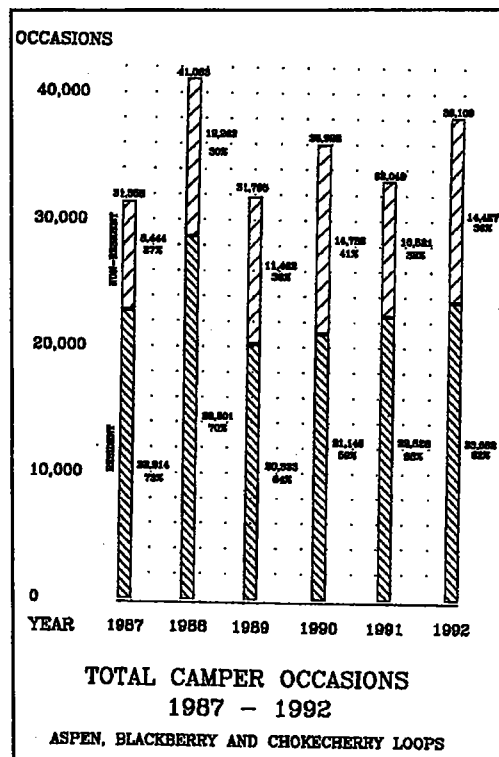
Familiar greeting to campers during June, July and August.



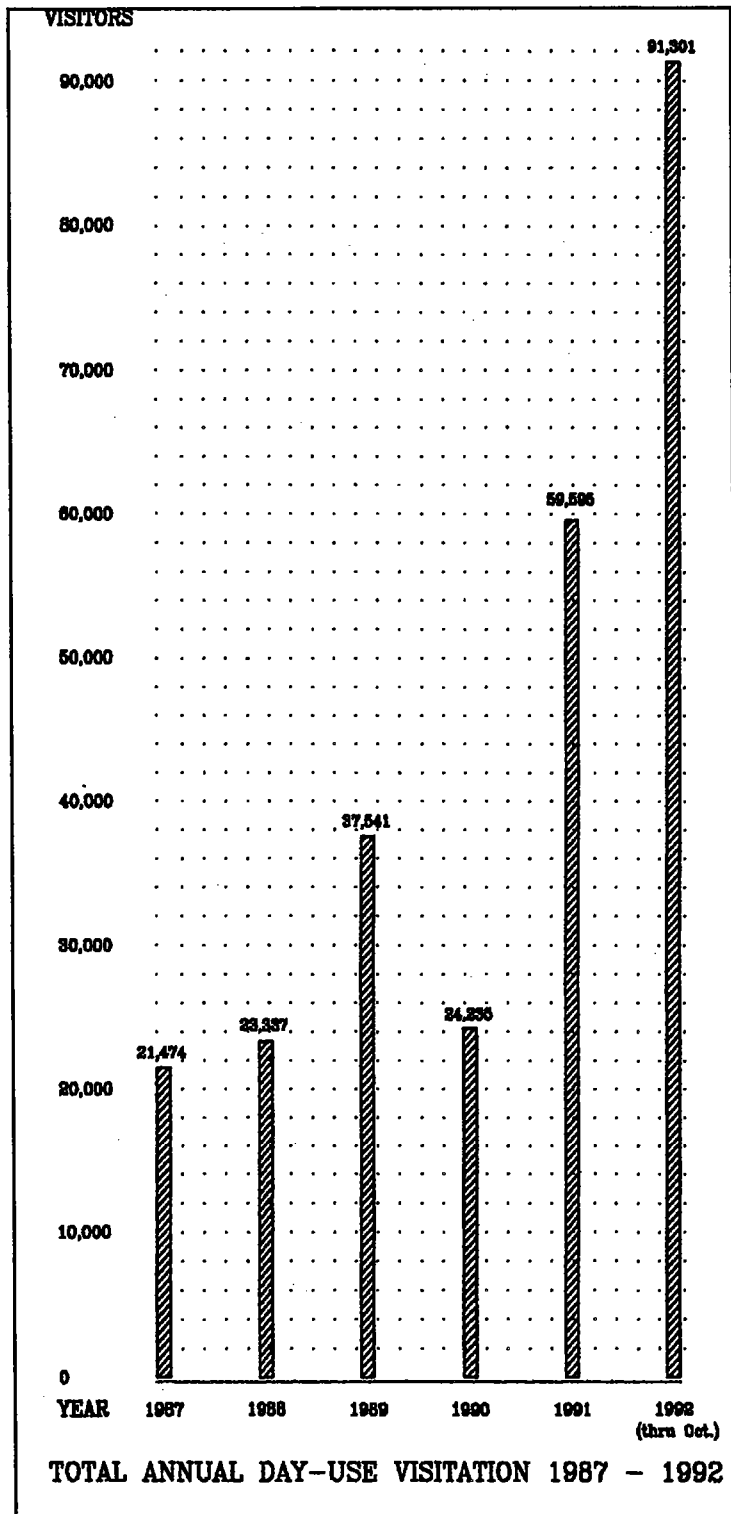
at an annual rate of 4 percent since 1989. Nonresident camper use has increased 5 percent during the same period.

Day Use

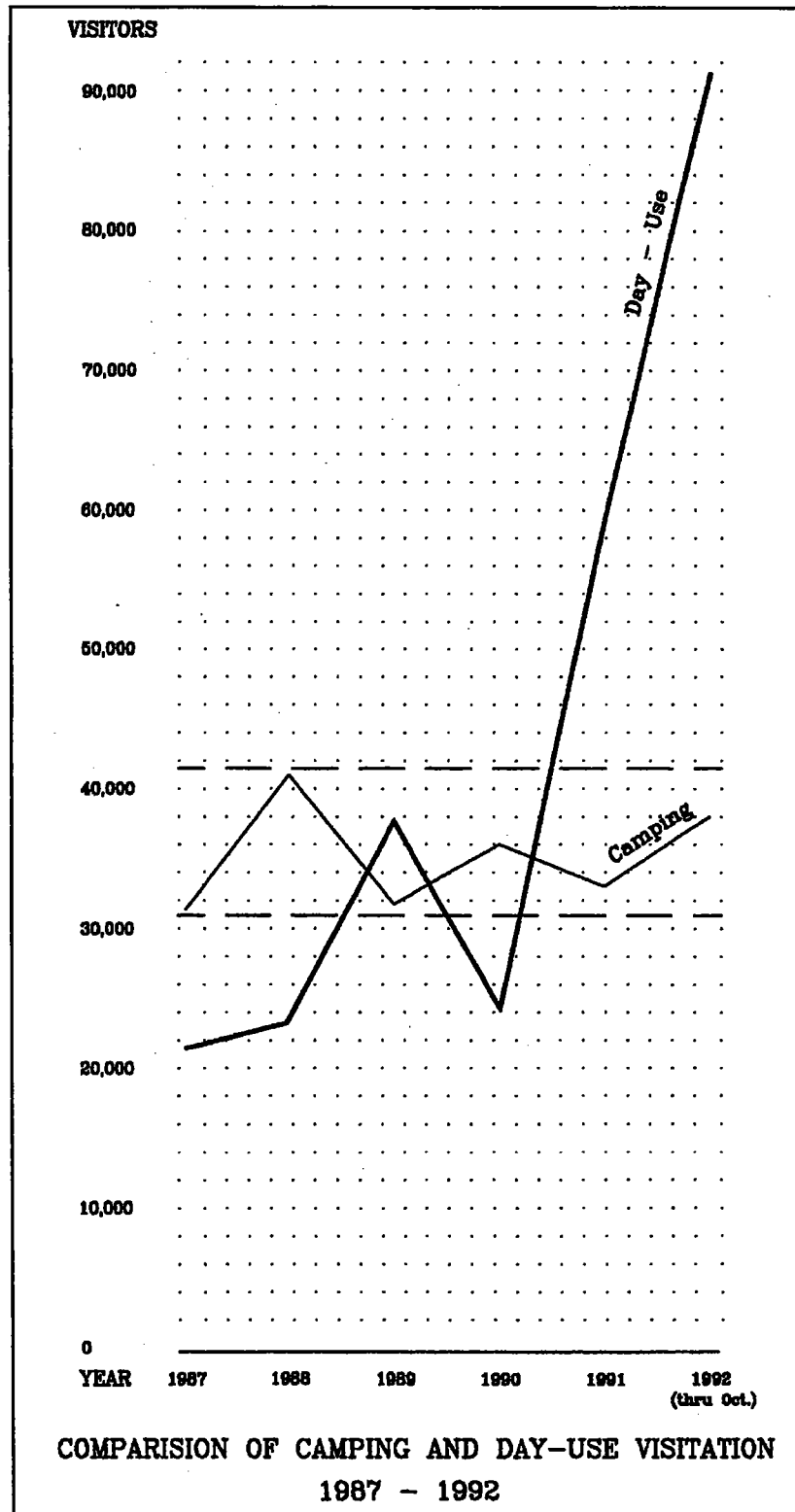
Although camping at Ponderosa State Park has grown steadily since 1989, it has remained within fairly constant. Day-use visitation, on the other hand, has sky-rocketed (Table 4.12). 24,235 day users visited the park in 1990. In 1991 this figure jumped 246 percent to 59,595, and an additional 154 percent to 91,301 in 1992. This



Camper occasion Table 4.11



Day-use visitor statistics Table 4.12



Use comparision Table 4.13

reflects the tremendous pressure exerted upon the park by visitors to the area that are based in McCall. Table 4.13 compares these numbers from 1987 to 1992. During the 1991 and 1992 visitor seasons, more than twice as many day-users visited the park than campers. This indicates that more emphasis should be placed on the provision of day-use facilities and programming in the future than has traditionally been given in the past.

